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5. The signals used were of the international type [redacted]. The exit semaphores were located between the track in the station yard area. The entrance semaphores were on each line approximately 900 meters beyond the Kolomyia station. Warning indicators, orange with black circular trimmings, were situated 500 meters ahead of the semaphores. The indicators, semaphores, and track switches were all illuminated by kerosene lamps. All switches were of the old type. The only exceptions were in Stanislaw and in Delyatin, where modern, so called "Angliki", switches were installed. All entrance and exit tracks or switches at the Kolomyia station were automatically operated. Freight track switches were manually operated.
6. The station, ticket office, telegraph office, freight warehouses, roundhouse, repair shops, and the pulleys that operated the track switches, were destroyed by the retreating Soviet Army in June 1941. The occupying [redacted] repaired and rebuilt the lines as this was an important means of communication from the Rumanian oil refineries. In March 1944, the retreating [redacted] Army only partially destroyed the facilities. 50X1-HUM
7. There were many railway bridges in Southeast Poland. Some of the most important were: Prut river bridges at Yaremcha, Worochta, Delyatin, Widy, [redacted], Kolomyia, Snyatyn, and at the Polish-Rumanian border where the Czeremosz [redacted] and Prut rivers met. These bridges were of steel and concrete construction and were each over 300 meters in length. A steel and concrete highway bridge was at Zablotov and a wooden railway and highway bridge over the Prut river at Peczenizyn [redacted]. A steel railway bridge spanned the Czeremosz river at Kutynysnica [redacted] on the Rumanian border. The only bridge destroyed or damaged was a small bridge at Zelszczyki [redacted].
8. During the Soviet occupation of 1941-1944, the Soviets constructed a large air-drome 4 km from Korolowka-Kornierz [redacted] (southeast of the Kolomyia railroad station). Other airbases completed and in operation were in Kulakowice Gvosdets and in Jakobowka [redacted]-Obertin (19 km north of Kolomyia). A fourth airbase was under construction in Lanczyn [redacted] west of Kolomyia. 50X1-HUM

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